

A VISION OF THE SOUTH COUNTY CORRIDOR IN THE YEAR 2020

The South County Corridor's local character is preserved with a protected natural environment and improved intermodal transportation. There is higher density, mixed used and Transit Oriented Development (TOD) at the Corridor's train stations. Access to commuter rail and improved bus service reduces commuter traffic to the Providence Metro area. Peace Dale, Wickford, Westerly, Kingston and Narragansett are identified as growth centers. Sprawl is contained through sound planning and strengthened growth management regulations.

Route 1 is redesigned to address safety concerns including excessive curb cuts and median turn-arounds making it a safer road for cars, bicycles, and pedestrians. As the gateway to Rhode Island, scenic views are protected through land use controls and improved signage directing tourists through the State. Adopted design guidelines preserve scenic roads throughout the corridor. Route 1 remains a coastal road and community connector. Route 2, a major connector to the northern part of the State, continues to retain its rural character.

Route 138 continues as a major connector between Newport and Route 95 and is the main access road to University of Rhode Island. Route 138 is improved by better traffic management while retaining both the historic character of Kingston and its scenic beauty.

GOALS FOR SOUTH COUNTY CORRIDOR

- ✓ **Improve safety** on Route 1 through speed limit enforcement, revision of median turn-arounds, more visible road striping and better road conditions for bicyclists. Improve design at merge and cross-over lanes of Routes 1, 4 and 138-Jamestown Connector.
- ✓ **Improve overall signage**, along Corridor emphasizing safety, public information, alternative routes, alternative transportation linkages and corridor changes.
- ✓ Develop **intermodal transportation options** and increase opportunities for alternative commuter transportation through rail and bus to Providence, Boston and nearby Connecticut.
- ✓ **Encourage appropriate development in town and village centers that preserves their local historic character while accentuating their economic potential.**
- ✓ Support zoning revisions that allow **transit oriented developments** at commuter rail stations and along bus routes, which promote mixed-uses and higher densities.
- ✓ Create mechanism to facilitate **intra-state transportation planning** with Connecticut.
- ✓ **Recognize the aesthetics and rural character of the corridor** as assets and protect these **visual qualities** through better design standards. Use these assets as capital to enhance economic development that is compatible with this unique environment.
- ✓ **Support the role of the Washington County Regional Planning Council** in their efforts for regional planning and economic development practices for sustained vitality.